



EVERETT TRANSIT

2014

Transit Development Plan 2014 – 2019 and 2013 Annual Report



Public Hearing at
Everett City Council

August 13, 2014

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Section I: Organization

Everett Transit is a municipally owned and operated transit system.

Department: Transportation Services
Divisions: Transit and Motor Vehicles
Transit Sections: Administration, Transportation Services, Finance, Everett Station

The Mayor is the Chief Operating Officer of the City of Everett. The Transportation Services Director is part of the Mayor's senior management team.

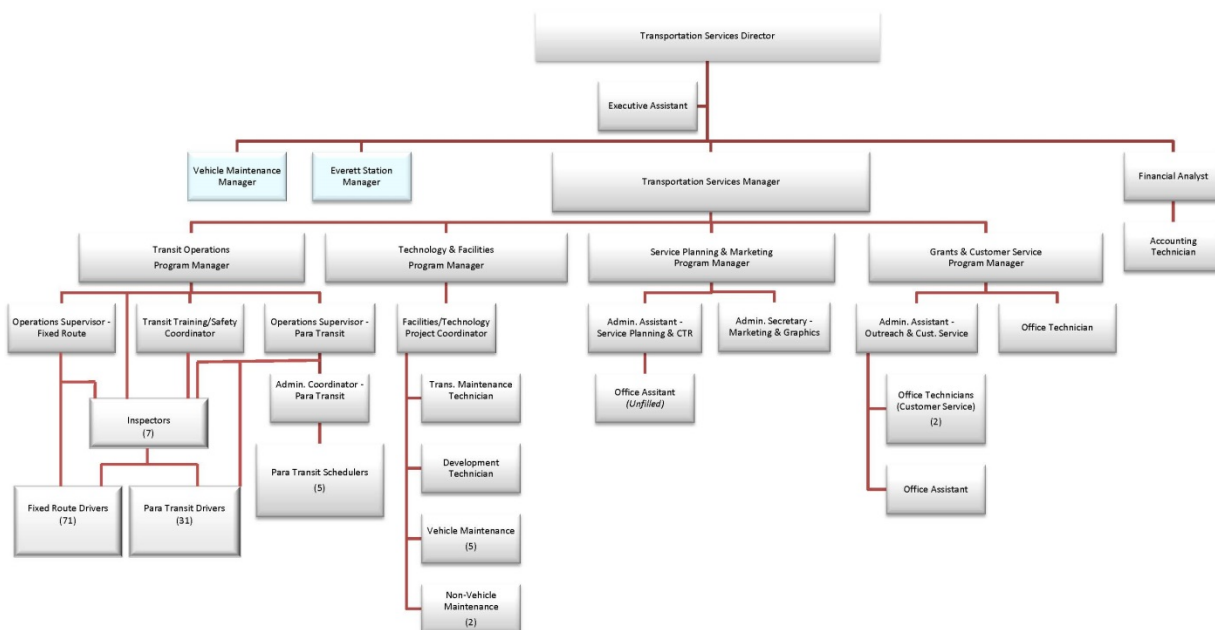
The Transportation Services section encompasses daily operations and support functions to daily operations. It also includes services to external customers such as Commute Trip Reduction (CTR).

The Everett Municipal Code gives the Mayor the authority to modify service and adjust schedules. The Everett City Council has the authority to establish fares and recommend tax rates, subject to voter approval.

As of January 2014, the Transit Division employed 145 full time equivalents allocated to the following sections:

Fixed Route: 107
Demand Response: 38

The Organization Chart below depicts the staffing levels and distribution for Everett Transit as of January 2014.



Section II: Physical Plant

Everett Transit (ET) has the following office and facility locations:

Administrative Offices

3225 Cedar Street
Everett, WA 98201

Maintenance Facilities

3227 Cedar Street
Everett, WA 98201

North Operations Base

2911 California Avenue
Everett, WA 98201

Everett Station

3201 Smith Avenue
Everett, WA 98201

College Station

2200 Tower Street
Everett, WA 98201

Mall Station

1330 SE Everett Mall Way
Everett, WA 98204

In addition to the administrative and maintenance facilities, Everett Transit owns and administers a regional multi-modal transportation and employment service center known as Everett Station. Please reference the appendix for a list of Everett Transit's revenue vehicles, equipment, and facilities.

Section III: Service Characteristics

As of December 31, 2013, Everett Transit provided fixed route service on thirteen routes and corresponding paratransit service. The major route layover/destination areas are near the Everett Community College in North Everett; Everett Station, the Central Business District; and the Everett Mall in South Everett. Reference the appendix to view a system map depicting the entire Everett Transit service area.

Most regular routes operate seven days per week and on many holidays. Monday through Friday routes serve the Boeing Plant, the business parks, and the Mukilteo Ferry. System headways vary between 20 and 60 minutes on weekdays and between 30 and 60 minutes on Saturday and Sunday. The span of service is generally from 4:30 a.m. to 11:30 p.m. on weekdays and from 7 a.m. to 10 p.m. on Saturdays and Sundays.

Everett Transit Fare Structure per Boarding (effective January 1, 2014):

Fixed Route, Full Fare.....	\$1.00
Fixed Route, Youth.....	\$0.75
Fixed Route, Regional Reduced Fare Permit.....	\$0.25
Para Transit, ADA or age 65 and over (Demand Responsive Service).....	\$1.00

Everett Transit Fares for Monthly Passes and Ticket Books:

- ORCA cards may be used to load monthly passes and/or dollar value for fare payment.
- Fixed route ticket books are available only to social services agencies for either youth or full fare.
- Paratransit ticket books and monthly passes are available to eligible customers for use on ET paratransit vans, but are also accepted on ET fixed route buses.

Section IV: Service Connections

Everett Transit provides service to the following major destinations/areas:

- Everett Community College
- Everett Mall
- Naval Station Everett
- Boeing Everett Plant
- Amtrak at Everett Station
- Greyhound at Everett Station
- Everett Central Business District
- Everett Station Park and Ride
- Everett Clinic
- Mukilteo Ferry Dock
- Providence Hospitals
- Everett Public Libraries
- Everett Group Health Cooperative
- Everett Senior Center
- Eastmont Park and Ride
- WA State DSHS/Employment Security
- South Everett Freeway Station
- Mariner Park and Ride
- Social Security Office
- Everett Marina
- Silver Lake Park
- Forest Park
- Legion Park
- Cascade High School
- Everett High School
- Sequoia High School
- Everett Gospel Mission
- WorkSource Everett at Everett Station
- Snohomish County Complex
- Merrill Creek/Hardeson Business Area

Numerous common bus stops are shared with Sound Transit, the regional system, and Community Transit, the countywide system, within our city limits. ET also connects in Mukilteo with the Washington State Ferry (WSF) system's service between Mukilteo and Clinton.

Section V: Activities in 2013

Several major activities were continued in 2013. At the regional level, significant staff time was dedicated to the coordination of activities with Sound Transit's regional express transit service, Community Transit's BRT Swift service and with regional paratransit service providers. Resources were committed to numerous interagency committees on planning, fares, marketing, accessibility, and customer service issues for the bus routes connecting Everett with the Puget Sound region.

Took delivery of seven low-floor, 40-foot, heavy-duty hybrid replacement fixed route buses and five paratransit replacement vehicles.

Installed five BigBelly, solar operated trash receptacles at College and Mall Stations; replaced four bus shelters, 28 benches and 35 trash receptacles throughout the service area.

Worked with engineering firm to achieve 30% Design for the Everett Station Parking Garage; completion of the Documented Categorical Exclusion (DCE) expected by the close of 2014. Final design and construction is not currently funded.

Design of latent signage for all Everett Transit bus stops and common stops with Sound Transit and Community Transit. Design included new graphics on flags and new toppers for easy identification by customers; production and installation to be completed in 2014.

Continued participation in the Washington State Department of Transportation EIS, site selection, and pre-design of the Mukilteo Multi-modal station. This multi-agency effort will lead to significantly improved bus, ferry, and train connections within the City of Mukilteo.

Testing and validation of all Integrated Transit Technology systems, on fixed route and paratransit vehicles, continues in 2013. These systems included automatic passenger counters, automated next stop announcements, and mobile data terminals.

Federal grant funded for Everett Station Preventive Maintenance projects.

Federal and state funding received for Preventive Maintenance of vehicle fleet.

Section VI: Proposed Action Strategies, 2014 - 2019

For the 2014-2019 time period, the following action strategies will be pursued to meet the five (5) State Policy Objectives listed below.

1) Preserve existing public transportation service levels.

a) Continue implementing strategic service adjustments.

- i) Monitor and modify, as necessary, during the short-term, fixed route service to optimize service effectiveness and to operate within budget.
- ii) Conduct daily boarding counts on fixed route service and institute supplemental monitoring measures. These counts will continue through 2015 in order to validate information gathered through the new automated passenger counting system.
- iii) Evaluate performance indicators and institute appropriate modifications to the system to achieve established goals of service effectiveness and cost efficiency.
- iv) Utilize public comments and information from public meetings to develop route and schedule changes for even greater customer service.
- v) Continue validation of integrated technology systems including stop enunciators, Automatic Passenger Counters and Automatic Vehicle Locators on all fixed route vehicles.
- vi) Continue coordination with Community Transit for both local and SWIFT (BRT) services.

b) Improve fixed route effectiveness by increasing boardings-per-revenue-hour.

- i) Through the use of transit's boarding count database, identify those trips that have boardings that are below the system's average boardings-per-revenue-hour.
- ii) Evaluate those trips that are below the systems average boardings-per-revenue-hour. Consider deleting or modifying those trips as appropriate.

- iii) Increase service to meet the demand on the routes/trips that have the potential to exceed the system's average boardings-per-revenue-hour.
- iv) Develop target-marketing strategies based on ridership surveys that identify service enhancements or improvements in the delivery of service.

c) Improve Customer Information.

- i) Continue interagency schedule coordination, develop and update transit schedule booklets, and create timely information materials to improve communications with our customers.
- ii) Monitor and adjust how customer information is delivered with the computerization of telephone-assisted information services and the periodic updating of the established Everett Transit website.
- iii) Continue to evaluate and modify the tracking and response system for customer comments.
- iv) Continue outreach to support non-English speaking customers through ET's Limited English Proficiency Plan.
- v) Implement access to real-time customer information as part of the Integrated Transit Technology System.
- vi) Develop a new website for better online customer experience, continue social media updates for event updates and rider alerts .

d) Increase community, customer, and employee involvement in the transit planning process.

- i) Solicit customer input through public meetings, customer surveys, and transit fairs at employment sites affected by City's Commute Trip Reduction Ordinance.
- ii) Utilize automated scheduling system's Customer Comment module to assist in assessing customer requests for service.
- iii) Provide briefings and Transit updates to civic and community organizations and to neighborhood associations throughout the year upon request.
- iv) Continue to evaluate each customer request for service in a timely and fair manner.

e) Implement recommendations for continued service and routing enhancements through downtown Everett.

- i) Maintain a public process for public comments on potential impacts to service in the downtown service area and take into consideration service provided by Everett Transit, Community Transit, and the regional service of Sound Transit.
- ii) Continue coordination and planning efforts with the Port of Everett for public transportation elements of the North Marina re-development project including transportation links to downtown and Everett Station.
- iii) Participate in planning effort for the Washington State University developments next to the Everett Community College campus.

f) Utilize the City's GIS services for fixed route system analysis and transit facility improvements planning.

- i) Continue to develop a GIS database of bus stops, facilities, and amenities for planning purposes.
- ii) Create and identify mapping layers to be used in: 1) delineating bus service on existing roadways; 2) bus stops and facilities/amenities; and 3) referencing of bus routes in the City for the purpose of land use permitting, roadway impacts, and other related activities.

2) Preserve existing public transportation facilities and equipment.

- a) Continue to use preventive maintenance in order to keep equipment and facilities in optimal condition.
- b) Replace aging fleet as funds become available. Between 2014 and 2019 approximately 20 fixed route vehicles and approximately 19 paratransit vehicles are due for replacement.
- c) In 2014, purchase four bus shelters, and install twenty simme seats and ten benches. ET will continue to replace and add shelters, benches, and trash receptacles as funds become available.
- d) In 2014, new bus stop signage will replace existing signage at all ET stops in the system.

3) Integrate public transportation services into a coordinated system linked by inter-modal facilities.

Continue support of the multi-modal transportation center at Everett Station. Continue staff participation as managers of the Station's operations and maintenance contract and coordinators of transit, intercity bus, and rail services.

4) Public transportation providers will continue to meet ADA and state barrier-free design regulations and improve mobility for the special needs population.

- a) Continue to meet all the requirements of the ADA as it applies to fixed route and paratransit services.
- b) Provide all customer materials including schedule books and information brochures in alternative formats.
- c) Ensure all capital facilities and telecommunication equipment will meet ADA requirements.

5) Improve and develop urban public transportation services, facilities, and programs, including as options HCT, HOV lanes, and transportation demand management (TDM), to respond to growth and to meet local and regional economic development, congestion, energy and clean air objectives.

Everett Transit continues to work with other Puget Sound transportation agencies in the following activities: Implementing smart card technology for fare payment; Completion of the Puget Sound core HOV lanes; Funding additional CTR efforts for employers implementing innovative trip reduction measures.

a) Continue implementation of the State's Commute Trip Reduction (CTR) Law.

- i) Evaluate and recommend modifications to affected employers' programs based on survey results, program reviews, and site visits.
- ii) Continue to support affected employers' efforts to reduce single occupant vehicle commute trips and vehicle miles traveled by employees. Coordinate program efforts with WSDOT, Snohomish County, and Community Transit.
- iii) As needed, update the City's existing CTR ordinance to reflect changes in state law and continue to participate in local, regional, and state efforts for training.
- iv) Pursue grant opportunities that allow for the expansion of TDM measures in the City.

b) Increase participation in the City's CTR program (MOVE).

- i) Continue to promote the use of alternative modes of commuting by City employees.
- ii) Continue to implement the expansion of the MOVE program with a series of new transportation demand management promotional measures including but not limited to our in-house customized ride-matching system.
- iii) Update and distribute the MOVE program brochure to all City employees. Expand the MOVE program with additional marketing and promotions to targeted groups of employees that will increase the use of alternative modes of commuting.

Section VII: Proposed Changes, 2014-2019

2014	
SERVICES	Increase Fixed Route service by 285 revenue hours above 2013 levels. Increase Paratransit service by 471 revenue hours over 2013 levels.
FACILITIES	Replace all bus stop signs throughout the system. Purchase 4 bus shelters, and install 20 simme seats and 10 benches. Everett Station Preventative Maintenance: water intrusion repair, brick restoration and resealing, emergency call station upgrade and repair, PA system repair and upgrade.
EQUIPMENT	No change.
2015	
SERVICES	Reduce Fixed Route service by 5,008 revenue hours below 2014 levels. Increase Paratransit service by 476 revenue hours over 2014 levels.
FACILITIES	Everett Station Preventative Maintenance: resurface and restriping of parking lots, HVAC repair, replace Electric Submeter Panel, replace glass in 19 bus shelters.
EQUIPMENT	No change.
2016	
SERVICES	No change in Fixed Route service revenue hours. Increase Paratransit service by 481 revenue hours over 2015 levels.
FACILITIES	Everett Station Preventative Maintenance: CCTV Replacement/upgrade.
EQUIPMENT	Replace 6 Fixed Route buses.
2017	
SERVICES	No change in Fixed Route service revenue hours. Increase Paratransit service by 486 revenue hours over 2016 levels.
FACILITIES	Everett Station Preventative Maintenance: carpet replacement (tenant and common areas).
EQUIPMENT	No change.
2018	
SERVICES	No change in Fixed Route service revenue hours. Increase Paratransit service by 490 revenue hours over 2017 levels.
FACILITIES	Everett Station Preventative Maintenance: building access management system (security).
EQUIPMENT	Replace 3 Paratransit vehicles.
2019	
SERVICES	No change in Fixed Route service revenue hours. Increase Paratransit service by 496 revenue hours over 2018 levels.
FACILITIES	No change.
EQUIPMENT	No change.

Section VIII: Capital Improvement Program, 2014-2019

Preservation	2014	2015	2016	2017	2018	2019
Maintenance Equipment						
Paratransit Vehicles					276,956	
Transit Buses		2,150	6,000,000			
Transit Centers	450,000	87,528	87,528	87,528		
Transit Shelters						
Communications System	40,000					
Support Equipment						
Improvement						
Maintenance Equipment						
Paratransit Vehicles						
Transit Buses						
Transit Centers						
Transit Shelters	256,244					
Parking Garage	16,851					
Operations Center						
Support Equipment						
Total Capital Expense	763,095	89,678	6,087,528	87,528	276,956	0

Section IX: Operating Data 2013-2019

Fixed Route Services	2013	2014	2015	2016	2017	2018	2019
Revenue Vehicle Hours	99,873	100,158	95,150	95,150	95,150	95,150	95,150
Total Vehicle Hours	106,176	106,461	101,138	101,138	101,138	101,138	101,138
Revenue Vehicle Miles	1,197,752	1,197,752	1,137,864	1,137,864	1,137,864	1,137,864	1,137,864
Total Vehicle Miles	1,345,855	1,345,855	1,278,562	1,278,562	1,278,562	1,278,562	1,278,562
Passenger Trips	2,004,062	2,004,062	1,903,859	1,903,859	1,903,859	1,903,859	1,903,859
Fatalities	0	-	-	-	-	-	-
Reportable Injuries	7	-	-	-	-	-	-
Collisions	0	-	-	-	-	-	-
Diesel Fuel Consumed (gallons)	318,119	319,027	303,076	303,076	303,076	303,076	303,076
Demand Response Services	2013	2014	2015	2016	2017	2018	2019
Revenue Vehicle Hours	47,134	47,605	48,081	48,562	49,048	49,538	50,034
Total Vehicle Hours	50,904	51,413	51,927	52,446	52,971	53,501	54,036
Revenue Vehicle Miles	562,334	567,957	573,637	579,373	585,167	591,019	596,929
Total Vehicle Miles	628,725	635,012	641,362	647,776	654,254	660,796	667,404
Passenger Trips	113,008	114,138	115,279	116,432	117,597	118,773	119,960
Fatalities	0	-	-	-	-	-	-
Reportable Injuries	0	-	-	-	-	-	-
Collisions	0	-	-	-	-	-	-
Gasoline Fuel Consumed (gallons)	9,853	9,952	10,051	10,152	10,253	10,356	10,459

Section X: Operating & Capital Revenue and Expenditures 2013-2019

Operating Revenue and Expenditures	2013	2014	2015	2016	2017	2018	2019
Beginning Balance - January 1,	9,477,230	7,905,474	7,553,407	8,103,446	7,053,434	6,874,485	6,467,744
Revenues							
Sales Tax (1)	16,380,028	16,701,029	17,035,050	17,375,751	17,723,266	18,077,731	18,439,286
Farebox (2)	1,613,696	1,667,949	1,803,665	1,986,268	2,172,819	2,467,331	2,520,012
Sales Tax Equalization (3)	235,158	246,760	246,760	246,760	246,760	246,760	246,760
FTA Preventive Maintenance (4)	450,636	660,578	1,353,882	1,263,551	1,263,550	1,263,550	
State Operating Grants (5)	547,984	534,481	540,718	540,718	540,718	540,718	540,718
Everett Station (3)	1,143,617	1,018,794	804,635	804,635	804,635	804,635	804,635
Other(3)	222,207	222,772	251,513	251,513	251,513	251,513	251,513
Total Operating Revenues	20,593,326	21,052,363	22,036,223	22,469,196	23,003,261	23,652,238	22,802,924
Expenditures							
Fixed Route-P&M [A]	11,935,455	12,750,806	12,597,796	13,101,708	13,625,776	14,170,807	14,737,639
SWIFT BRT Tax Share [B]	1,356,040	1,391,752	1,419,587	1,447,979	1,476,939	1,506,478	1,536,607
Paratransit ADA-P&M [A]	3,878,522	4,393,717	4,569,466	4,752,244	4,942,334	5,140,027	5,345,628
Everett Station [C]	1,226,370	1,233,094	1,282,418	1,333,714	1,387,063	1,442,546	1,500,247
Administrative Expense [C]	1,964,270	1,537,896	1,599,412	1,663,388	1,729,924	1,799,121	1,871,086
Transfer to Capital Reserve [D]	1,804,425	97,165	17,506	1,220,174	20,174	-	-
Total Expenses	22,165,082	21,404,430	21,486,184	23,519,208	23,182,210	24,058,979	24,991,208
Ending Balance - December 31,	7,905,474	7,553,407	8,103,446	7,053,434	6,874,485	6,467,744	4,279,460
Capital Revenue and Expenditures	2013	2014	2015	2016	2017	2018	2019
Beginning Balance - January 1,	707,835	622,059	344,789	342,639	429,834	517,030	394,624
Capital Revenue							
Federal Sec.5307 Grants	1,427,911	388,660	70,022	4,880,695	80,695	80,695	-
Federal Sec.5309 Grants	3,295,832	-	-	-	-	-	-
Federal Sec.5339 Grants				73,855	73,855	73,855	
Transfer From Operating Reserve [D]	1,804,425	97,165	17,506	1,220,174	20,174	-	-
Sale of grant assets	14,400	-	-	-	-	-	-
Total Available	6,542,568	485,825	87,528	6,174,724	174,724	154,550	-
Expenditures							
System P&M (Provide Detail)							
Fixed Route Replacement Buses	4,768,852	-	-	6,000,000	-	-	-
Paratransit Fleet Replacement	783,577	-	-	-	-	276,956	-
Grant inspection travel	5,615	-	2,150	-	-	-	-
Radio System Upgrade	308,745	-	-	-	-	-	-
Software enhancements	10,000	40,000	-	-	-	-	-
Transit Enhancements	22,408	256,244	-	-	-	-	-
Everett Station remodel	-	450,000	87,528	87,528	87,528	-	-
System Expansion (Provide Detail)							
Transit Integrated Technology System	145,175	-	-	-	-	-	-
Transit Signal Priority System	400,000	-	-	-	-	-	-
Everett Station Parking Garage	183,972	16,851	-	-	-	-	-
Total Capital Obligations	6,628,344	763,095	89,678	6,087,528	87,528	276,956	-
Ending Balance - December 31,	622,059	344,789	342,639	429,834	517,030	394,624	394,624

- (1) Sales tax revenue is on budget in 2014. Projected growth from 2015 to 2019 is a conservative 2% per year.
- (2) Farebox recovery includes a proposed increase in adult fare of 25 cents per year in 2015-2018.
- (3) There is no anticipated growth in sales tax equalization, Everett Station revenue and other miscellaneous revenues from 2105-2019.
- (4) The application of FTA grant funds to vehicle preventive maintenance is included in the PSRC TIP for the years 2014-2018.
- (5) There is no anticipated growth in State operating grants.

[A] Operating costs are at 97% of budgeted amount in 2014. Costs are expected to grow at an average rate of 4% per year through 2019. This growth is mitigated in 2015 by a 5% reduction in fixed route services.

[B] Everett Transit and Community Transit entered into an interlocal agreement from December 2007 through December 2022 to share sales and use tax at 0.005% of sales and use activity in the City of Everett. This tax share therefore fluctuates according to sale and use activity as projected in sales tax (1).

[C] Everett Station and Administrative expenses are expected to grow at an average annual rate of 4%.

[D] Everett Transit began 2014 with total reserves of \$8,527,533; operating capital of \$7,905,474 and capital working capital of \$707,835.

Transfers are made from operating reserves to capital reserves as required for local match of anticipated federal grant funds while maintaining a mandated total reserve balance of 20% of operating revenues in each year.

Appendices:

Equipment, Facilities & Rolling Stock

Public Transportation Management System								
Owned Equipment Inventory								
Agency/Organization:				Everett Transit				
Date:				December 31, 2013				
	Equipment Code and Description	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	Comments <i>(If more than two lines, please attach a separate comment page)</i>	Agency Vehicle Number	
1	1992 CUMMINS 600DFGB	80	21	0	\$195K	VIN: J910426848	M0002	
2	1989 CLARK GPS25	80	24	0	\$72K	VIN: 0657-6925	M0003	
3	1991 HIWAY E2020	70	22	0	\$41K	VIN: 94656	N0001	
4	1995 HYDRO T3500	80	18	0	\$26K	VIN: 1H9CSC155S1120854	T0009	
5	2002 CHEV EXPRESS VAN	80	11	4	\$56K	VIN: 1GNGG25R921247745	V0128	
6	2005 CHEV EXPRESS VAN	80	8	7	\$54K	VIN: 1GNFH15T351262146	V0170	
7	2005 CHEV VENTURE	80	8	3	\$34K	VIN: 1GNDVQ3E25D130766	V0161	
8	2005 CHEV EXPRESS VAN	80	8	7	\$46K	VIN: 1GNFH15T161225467	V0156	
9	2006 HONDA GX390	80	7	3	\$11K	VIN: FCANK-1125007	M0060	
10	2008 GLOBAL ELE MTRS e4	85	5	5	\$26K	VIN: 5ASAG47418F045842	S0120	
11	2008 GLOBAL ELE MTRS e4	85	5	5	\$27K	VIN: 5ASAK27468F045841	S0121	
12	2008 GLOBAL ELE MTRS e4	85	5	5	\$24K	VIN: 5ASAK274X8F045843	S0122	
13	2006 DAEWOO GC25E-3	85	7	13	\$42K	VIN: FQ-00524	M0065	
14	2008 FORD F350	85	5	6	\$73K	VIN: 1FTWX30528EB26037	V0183	
15	2009 ALUM-LINE TRAILER	100	4	7	\$38K	VIN: 1A9FB142692241881	T0060	
16	2010 TOYOTA PRIUS II	90	3	12	\$48K	VIN: JTDKN3DU9A0116212	A0057	
17	2010 FORD ESCAPE HYBRID	90	3	12	\$60K	VIN: 1FMCU5K3XBKA1553	V0228	

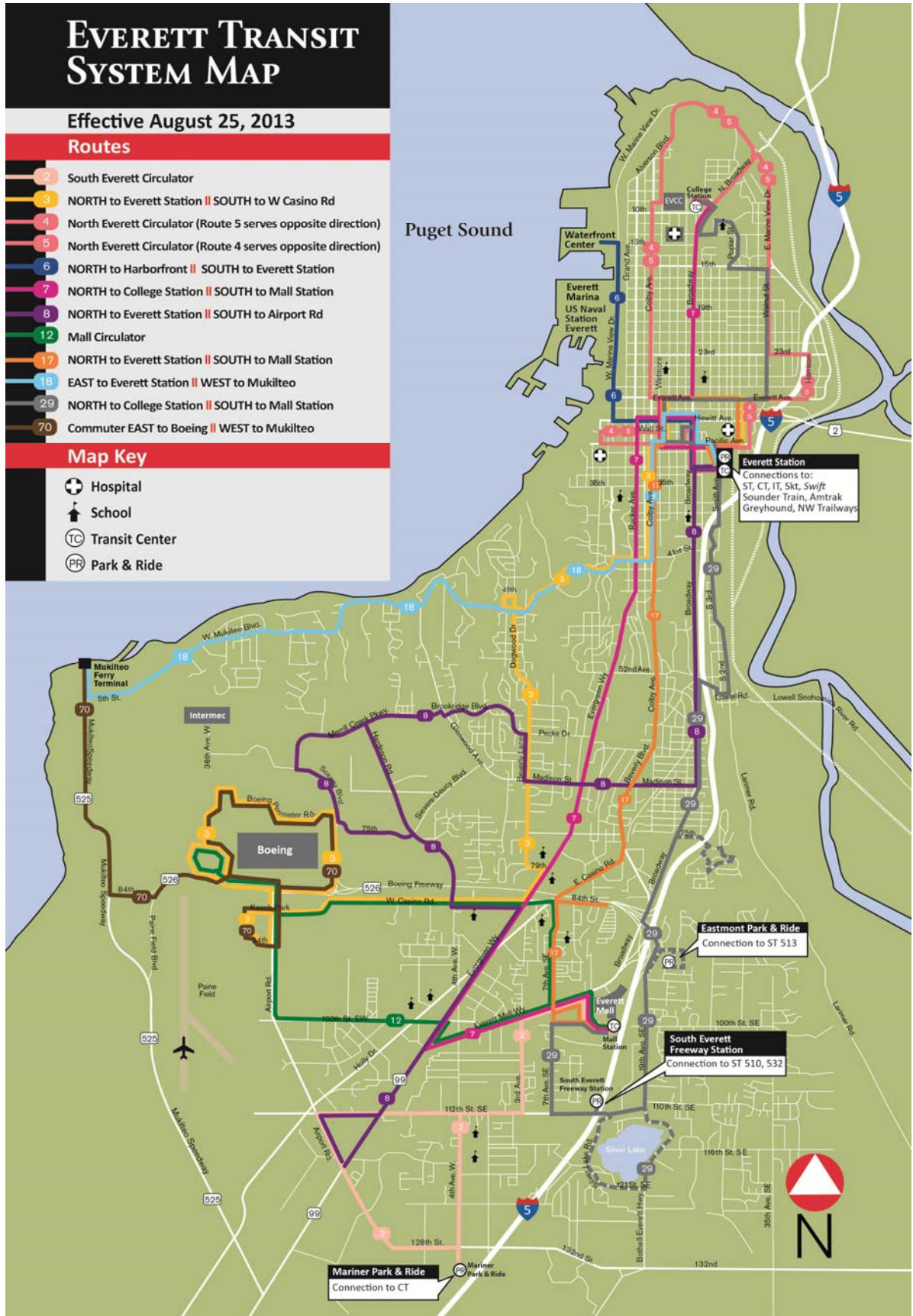
Public Transportation Management System							
Owned Facility Inventory							
Agency/Organization:		Everett Transit					
Date:		December 31, 2013					
	Facility Code	Facility Name	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	Comments (If more than two lines, please attach a separate comment page)
1.	23	Operations Center	80	20	10	\$2,344,980	3225 Cedar Street: Serves as the Administrative and Operations Headquarters for transit service
2.	11	Maintenance Center	80	20	10	\$1,279,080	3227 Cedar Street: Serves as the location where the transit fleet is maintained.
3.	17	Everett Station	85	11	39	\$37,243,800	3201 Smith Avenue: Multimodal Facility
4.	24	Administration Parking Lot	90	22	8	\$469,238	3225 Cedar Street: Provides general purpose, disabled, and Rideshare parking for Transit employees
5.	19	Bus Lot @ Operations Center	90	22	8	\$1,095,050	3225 Cedar Street: Fixed route coach and paratransit vehicle parking
6.	06	Mall Station	90	7	8	\$263,780	1330 SE Everett Mall Way
7.	06	College Station	95	5	10	\$3,590,400	2200 Tower Street: Transit Center
8.	06	BRT North Terminal	95	4	16	\$2,521,684	3301 Smith Avenue: bus rapid transit terminal
9.	24	Casino Comfort Station	95	4	21	\$64,950	Casino Road: driver's break station

Public Transportation Management System				<i>I hereby certify that all information reported in this</i>									
Owned Rolling Stock Inventory				<i>inventory reflects true, accurate and complete</i>									
				<i>information for the agency/organization listed.</i>									
Agency/Organization:		Everett Transit		Director Transportation Services									
Date:		As of December 31, 2013		<i>Signature and Title</i>								<i>Date</i>	
	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1	1992 GILLIG PHANTOM	02	15GCB1217N1084458	B0101	521,914	50	20	0	336K ea	Y	41+2	D	NO
2	1992 GILLIG PHANTOM	02	15GCB1219N1084459	B0102	533,096	50	20	0	336K ea	Y	41+2	D	NO
3	1994 ORION 5.501	01	2B1569R75R6031784	B0106	575,227	60	18	0	347K ea	Y	43+2	D	NO
4	1994 ORION 5.501	01	2B1569R70R6031787	B0107	493,732	60	18	0	347K ea	Y	43+2	D	NO
5	1996 ORION 5.501	01	2B1569R73T6032634	B0108	513,753	60	18	0	347K ea	Y	43+2	D	NO
6	1996 ORION 5.501	01	2B1569R75T6032635	B0109	626,452	60	18	0	347K ea	Y	43+2	D	NO
7	1996 ORION 5.501	01	2B1569R77T6032636	B0110	602,358	60	18	0	347K ea	Y	43+2	D	NO
8	1996 ORION 5.501	01	2B1569R79T6032637	B0111	621,853	60	18	0	347K ea	Y	43+2	D	NO
9	2001 ORION V 5.501	01	1VHAH3H2316501715	B0112	458,049	70	11	1	347K ea	Y	43+2	D	NO
10	2001 ORION V 5.501	01	1VHAH3H2516501716	B0113	485,535	70	11	1	347K ea	Y	43+2	D	NO
11	2001 ORION V 5.501	01	1VHAH3H2716501717	B0114	469,251	70	11	1	347K ea	Y	43+2	D	NO
12	2001 ORION V 5.501	01	1VHAH3H2916501718	B0115	423,527	70	11	1	347K ea	Y	43+2	D	NO
13	2001 ORION V 5.501	01	1VHAH3H2016501719	B0116	492,517	70	11	1	347K ea	Y	43+2	D	NO
14	2001 ORION V 5.501	01	1VHAH3H2716501720	B0117	479,789	70	11	1	347K ea	Y	43+2	D	NO
15	2001 ORION V 5.501	01	1VHAH3H2916501721	B0118	468,488	70	11	1	347K ea	Y	43+2	D	NO
16	2002 ORION V 5.501	01	1VHAH3H2926501879	B0119	429,763	60	10	2	347K ea	Y	43+2	D	NO
17	2002 ORION V 5.501	01	1VHAH3H2126501892	B0120	515,445	60	10	2	347K ea	Y	43+2	D	NO
18	2002 ORION V 5.501	01	1VHAH3H2926501896	B0121	560,366	60	10	2	347K ea	Y	43+2	D	NO
19	2002 ORION V 5.501	01	1VHAH3H2926501901	B0122	464,710	60	10	2	347K ea	Y	43+2	D	NO
20	2000 NEW FLYER D60HF	05	5FYD2PS00XU020477	B0600	385,204	70	13	0	\$666K	Y	24+2	D	NO
21	2000 NEW FLYER D60HF	05	5FYD2PS02XU020478	B0601	382,618	70	13	0	\$663K	Y	62+2	D	NO
22	2000 NEW FLYER D60HF	05	5FYD2PS04XU020479	B0602	376,669	70	13	0	\$663K	Y	62+2	D	NO
23	2000 NEW FLYER D60HF	05	5FYD2PS00XU020480	B0603	346,944	70	13	0	\$662K	Y	62+2	D	NO
24	2000 NEW FLYER D60HF	05	5FYD2PS02XU020481	B0604	362,081	70	13	0	\$662K	Y	62+2	D	NO

Public Transportation Management System					<i>I hereby certify that all information reported in this</i>								
Owned Rolling Stock Inventory					<i>inventory reflects true, accurate and complete</i>								
					<i>information for the agency/organization listed.</i>								
Agency/Organization:		Everett Transit			Director Transportation Services								
Date:		As of December 31, 2013			<i>Signature and Title</i>							<i>Date</i>	
	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
25	2006 GILLIG G21B102N4	02	15GGB211561076823	B0300	336,148	90	7	5	\$514K	Y	62+2	D	NO
26	2006 GILLIG G21B102N4	02	15GGB211761076824	B0301	374,537	90	7	5	\$475K	Y	32+2	D	NO
27	2006 GILLIG G21B102N4	02	15GGB211961076825	B0302	352,326	90	7	5	\$475K	Y	32+2	D	NO
28	2006 GILLIG G21B102N4	02	15GGB211061076826	B0303	375,908	90	7	5	\$475K	Y	32+2	D	NO
29	2006 GILLIG G21B102N4	02	15GGB211261076827	B0304	397,377	90	7	5	\$457K	Y	32+2	D	NO
30	2006 GILLIG G21B102N4	02	15GGB211461076828	B0305	390,722	90	7	5	\$457K	Y	32+2	D	NO
31	2006 GILLIG G21B102N4	02	15GGB211661076829	B0306	366,843	90	7	5	\$494K	Y	32+2	D	NO
32	2006 GILLIG G21B102N4	02	15GGB211261076830	B0307	353,622	90	7	5	\$475K	Y	32+2	D	NO
33	2006 GILLIG G21B102N4	02	15GGB211461076831	B0308	349,817	90	7	5	\$514K	Y	32+2	D	NO
34	2007 GILLIG G21D102N4	01	15GGD211771078486	B0200	266,116	90	6	6	\$580K	Y	32+2	D	NO
35	2007 GILLIG G21D102N4	01	15GGD211971078487	B0201	257,832	90	6	6	\$603K	Y	38+2	D	NO
36	2007 GILLIG G21D102N4	01	15GGD211071078488	B0202	248,605	90	6	6	\$603K	Y	38+2	D	NO
37	2007 GILLIG G21D102N4	01	15GGD211271078489	B0203	242,705	90	6	6	\$603K	Y	38+2	D	NO
38	2012 GILLIG G21D102N4	01	15GGD2715C1180449	B0204	52,002	95	2	10	\$603K	Y	38+2	D	NO
39	2012 GILLIG G21D102N4	01	15GGD2715C1180450	B0205	57,661	95	2	10	\$603K	Y	38+2	D	NO
40	2009 GILLIG G30D102N4	01	15GGD301791176265	B0500	197,822	95	4	8	\$944K	Y	36+2	D	NO
41	2009 GILLIG G30D102N4	01	15GGD301991176266	B0501	212,045	95	4	8	\$907K	Y	36+2	D	NO
42	2009 GILLIG G30D102N4	01	15GGD301091176267	B0502	203,327	95	4	8	\$944K	Y	36+2	D	NO
43	2013 GILLIG G30D102N4	01	15GGD3014D1181836	B0503	30,984	100	1	11	\$950K	Y	36+2	D	NO
44	2013 GILLIG G30D102N4	01	15GGD3016D1181837	B0504	23,986	100	1	11	\$950K	Y	36+2	D	NO
45	2013 GILLIG G30D102N4	01	15GGD3018D1181838	B0505	24,019	100	1	11	\$950K	Y	36+2	D	NO
46	2013 GILLIG G30D102N4	01	15GGD301XD1181839	B0506	23,362	100	1	11	\$950K	Y	36+2	D	NO
47	2013 GILLIG G30D102N4	01	15GGD3016D1181840	B0507	24,740	100	1	11	\$950K	Y	36+2	D	NO
48	2013 GILLIG G30D102N4	01	15GGD3018D1181841	B0508	25,379	100	1	11	\$950K	Y	36+2	D	NO
49	2013 GILLIG G30D102N4	01	15GGD301XD1181842	B0509	25,134	100	1	11	\$950K	Y	36+2	D	NO

Public Transportation Management System Owned Rolling Stock Inventory				I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed.									
Agency/Organization:		Everett Transit		Director Transportation Services									
Date:		As of December 31, 2013		Signature and Title									
				Date									
	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
50	2004 ELDORADO ESCORT FE	12	5B4KP57GX33375388	B0022	236,917	50	9	0	\$126K	Y	13+2	G	NO
51	2004 ELDORADO ESCORT FE	12	5B4KP57GX33375391	B0023	251,235	50	9	0	\$137K	Y	13+2	G	NO
52	2004 ELDORADO ESCORT FE	12	5B4KP57G133375389	B0024	232,191	50	9	0	\$137K	Y	13+2	G	NO
53	2004 ELDORADO ESCORT FE	12	5B4KP57G833375390	B0025	226,572	50	9	0	\$136K	Y	13+2	G	NO
54	2004 ELDORADO ESCORT FE	12	5B4KP57G133375392	B0026	211,953	50	9	0	\$137K	Y	13+2	G	NO
55	2004 ELDORADO ESCORT FE	12	5B4KP57G333375393	B0027	226,695	50	9	0	\$124K	Y	13+2	G	NO
56	2007 CHEV C4500	11	1GBE4V1G47F420603	B0030	225,233	80	6	1	\$115K	Y	13+2	G	NO
57	2007 CHEV C4500	11	1GBE4V1G67F420635	B0031	217,809	80	6	1	\$115K	Y	13+2	G	NO
58	2007 CHEV C4500	11	1GBE4V1G47F420682	B0032	229,246	80	6	1	\$115K	Y	13+2	G	NO
59	2007 CHEV C4500	11	1GBE4V1G57F420707	B0033	239,123	80	6	1	\$115K	Y	13+2	G	NO
60	2007 CHEV C4500	11	1GBE4V1G07F420792	B0034	189,842	80	6	1	\$115K	Y	13+2	G	NO
61	2007 CHEV C4500	11	1GBE4V1G17F420817	B0035	213,183	80	6	1	\$115K	Y	13+2	G	NO
62	2007 CHEV C4500	11	1GBE4V1G37F420835	B0036	199,762	80	6	1	\$115K	Y	13+2	G	NO
63	2007 CHEV C4500	11	1GBE4V1G47F420858	B0037	220,304	80	6	1	\$115K	Y	13+2	G	NO
64	2007 CHEV C4500	11	1GBE4V1G67F424717	B0038	195,687	80	6	1	\$116K	Y	13+2	G	NO
65	2007 CHEV C4500	11	1GBE4V1G67F424765	B0039	207,501	80	6	1	\$116K	Y	13+2	G	NO
66	2007 CHEV C4500	11	1GBE4V1GX7F426423	B0040	205,195	80	6	1	\$116K	Y	13+2	G	NO
67	2007 CHEV C4500	11	1GBE4V1G37F426554	B0041	205,464	80	6	1	\$116K	Y	13+2	G	NO
68	2007 CHEV C4500	11	1GBE4V1G67F426712	B0042	200,136	80	6	1	\$116K	Y	13+2	G	NO
69	2011 CHRYSLER	11	2D4RN4DG5BR718477	B0043	5,532	100	3	4	\$50K	Y	5+1	G	NO
70	2011 CHRYSLER	11	2D4RN4DG5BR718478	B0044	7,800	100	3	4	\$50K	Y	5+1	G	NO
71	2011 CHRYSLER	11	2D4RN4DG5BR718479	B0045	13,102	100	3	4	\$50K	Y	5+1	G	NO
72	2011 CHRYSLER	11	2D4RN4DG5BR718480	B0046	12,261	100	3	4	\$50K	Y	5+1	G	NO
73	2013 International- Aero Elite	11	5WEASSKM6DJ297508	B0047	13,345	100	1	6	\$160K	y	13+2	D	NO
74	2013 International- Aero Elite	11	5WEASSKM8DJ297509	B0048	18,327	100	1	6	\$160K	y	13+2	D	NO
75	2013 International- Aero Elite	11	5WEASSKM4DJ297510	B0049	15,599	100	1	6	\$160K	y	13+2	D	NO
76	2013 International- Aero Elite	11	5WEASSKM6DJ297511	B0050	17,108	100	1	6	\$160K	y	13+2	D	NO
77	2013 International- Aero Elite	11	5WEASSKM8DJ297512	B0051	18,098	100	1	6	\$160K	y	13+2	D	NO

System Map



Instructions

Public Transportation Management System Instructions for Asset Inventories

Rolling Stock Form

Every vehicle used primarily for the transportation of passengers shall be reported on the Owned Rolling Stock Inventory. For the purposes of establishing a base year inventory, the information required will include: year/make/model; vehicle code; vehicle identification number (VIN); agency vehicle number; current odometer; condition; age; remaining useful life; replacement cost; ADA access; seating capacity; fuel type; and WSDOT title. A more complete definition of these inventory categories is provided below.

Facility Form

Every facility which has a replacement value of \$25,000 or greater shall be reported on the Owned Facilities Inventory. Facilities of a lesser value may be reported at the agency's discretion. For the purposes of establishing a base year inventory, the information required will include: facility code, facility name (or address); condition; age; remaining useful life; replacement cost; detailed facility description; and any comments about the facility which the reporting agency wishes to have noted. A more complete definition of these inventory categories is provided below.

Equipment Form

Every piece of equipment which has a replacement value of \$100,000 or greater shall be reported on the Owned Equipment Inventory. Equipment with a value less than \$100,000 may be reported at the discretion of the reporting agency. Equipment is considered to be anything that is not permanently installed or an integral part of a facility, exclusive of rolling stock utilized in transporting the public. For the purposes of establishing a base year inventory, the information required will include: equipment code or type; condition; age; remaining useful life; replacement cost; and, any additional description or comments about the equipment which the reporting agency wishes to have noted. A more complete definition of these inventory categories is provided below.

Inventory Definitions

Year/Make/Model	<p>Year: Year of vehicle manufacture.</p> <p>Make: The name of the manufacturer of the vehicle.</p> <p>Model: Name or number of vehicle model.</p>
Vehicle Code or Equipment Code	<p>A table of rolling stock categories provided below assigns a code for each vehicle type. A list of examples of equipment types and code number is shown below.</p>
Condition	<p>The point rating that best describes the condition of the asset.</p> <p>Maintenance staff should be involved in establishing the condition score.</p> <p>If there are any issues related to the asset that are considered significant enough to be noted, please provide a comment in the appropriate column or attach an additional comment page. Example might be plans for rehabilitation or identification of "lemons".</p>
Age	<p>Years since the facility was completed and opened for use or years since the manufacture of equipment or vehicle.</p>
Remaining Useful Life	<p>The estimated number of years that the asset will be able to carry out its intended purpose before being replaced.</p>
Replacement Cost	<p>The current year estimated purchase price for a new vehicle or equipment of this type. The current year estimated replacement cost for a new facility on the same site. Do not include costs for replacement of the land on which the facility is located.</p>
Seating Capacity	<p>Number of seats available to the public (includes driver for rideshare vehicles). Indicate the number of positions for wheelchairs as '+' and indicate that number (example: 30+2).</p>
Fuel Type	<p>Indicate the fuel type by listing the appropriate letter: diesel (D), gasoline (G), biodiesel (BD), electric (E), diesel/electric (DE), compressed natural gas (CNG).</p>
WSDOT Title	<p>Is the title to this vehicle currently held by WSDOT?</p>
Comments	<p>If there are any issues related to the asset that are considered significant, they should be noted. If your comments exceed two lines, please attach a separate comment page.</p> <p>Examples of comments regarding equipment or rolling stock might be plans for rehabilitation, elimination, or anticipated replacement due to changes in technology or other requirements.</p> <p>Examples for facility comments might be plans for rehabilitation, elimination, or anticipated relocation of some functions from this site to another. Problems with specific subsystems or issues regarding ability to address regulatory requirements might be noted here.</p>

Vehicle Codes

01	Bus - 40 ft.	15	Rail Cars - LRT
02	Bus - 35 ft.	16	Rail Cars - Rapid
03	Bus - 30 ft.	17	Rail Cars - Commuter Self-Propelled
04	Bus - <30 ft.	18	Rail Cars - Commuter Trailer
05	Bus - articulated	19	Rail Cars - Trolley
06	Bus - Intercity	20	Rail Cars – Intercity
07	Bus - Trolley	21	Locomotive
08	Bus - Trolley Articulated	22	Cable Car
09	Bus - Double Deck	23	People Mover
10	Bus - Dual Propulsion	24	Car - Incline Railway
11	Cutaway (under 30 ft.)	25	Fixed Guideway Cars (e.g., Monorail)
12	Body-on-Chassis (under 30 ft.)	26	Ferry Boats
13	Van - Vanpool	27	Streetcar Replicas
14	Van - Special Service	28	Other

Facility Codes

01	Power Distribution Substations	13	Incline Railway
02	Tunnels	14	Track System
03	Bridges	15	Overhead Power Distribution System
04	Elevated Right of Way/Track	16	Passenger Amenities (Shelter, Restrms, etc.)
05	People Mover	17	Terminals, Intermodal
06	Transit Center	18	Toll Booths
07	Boarding Platforms/Stations/Floats	19	Uncovered Bus Storage
08	Pedestrian Access Facilities	20	Covered Bus Storage
09	Park and Ride Lots	21	Wash Islands/Fuel Islands
10	Administration Building	22	Warehouse/Storage
11	Maintenance Building	23	Multifunctional (Ops. & Maint.; Ops & Admin.)
12	Rail Yards/Shop	24	Other

Equipment Codes

01	Line Equipment/Structures
02	Fare Collection Equipment (Stationary)
03	Surveillance/Security System
04	Automated Data Processing or Computer Hardware/Software Systems
05	Support Vehicles/Vessels
06	Work Trains
07	Train Control/Signal Systems
08	Radio System (Stationary)
09	Shop equipment (Other than permanently installed; e.g. port hoist)
10	Signage systems
11	Navigational Devices (ex. Dolphins & wingwalls)
12	Life Safety Equipment
13	Bicycle Locker/Racks (Stationary)
14	Accessibility Devices
15	Power Distribution Control and Monitoring System
16	Other (Be sure to include complete description)

Condition - Point Score Definitions*

100	Requires routine preventative maintenance.
80 - 90	In good working order, requiring only nominal or infrequent minor repairs.
50 - 70	Requires frequent minor repairs or infrequent major repairs.
20 - 40	Requires frequent major repairs.
10	Continued use presents excessive repair costs and/or potential service interruption.

- Frequent means less than 6 months between repair.
- Infrequent means more than 6 months between repairs.

* The following subsystems should be considered in assigning the point score for each vehicle:

Engine	Body - Interior
Drive-Train	Body - Exterior
Electrical	A/C, Heating
Suspension/Steering	Brake System
Structure	Wheelchair Lift (0 score for non-lift equipped)

* The following subsystems should be evaluated as a part of the facility if it exists within the facility:

Heating, ventilation, and air conditioning systems (HVAC)
Roof
Structure (walls, floors, windows, and foundation)
Electrical/lighting
Parking/driving surfaces (include tract system in rail yard)
Pedestrian access
Water/sewer
Functional capacity (does the current use exceed design capacity)
Safety (alarms, detector, security, sprinkler, extinguishers, etc.)
Communications (including signage)
Accessibility (ADA)
Mechanical (fixed or built-in) (examples include vehicle hoists, elevators, cranes, delivery systems for fuel island)
Fuel, Fluid, or chemical storage